

AMCCO

LOG

Published Periodically by Astoria Marine Construction Company Workers

VOL. 1

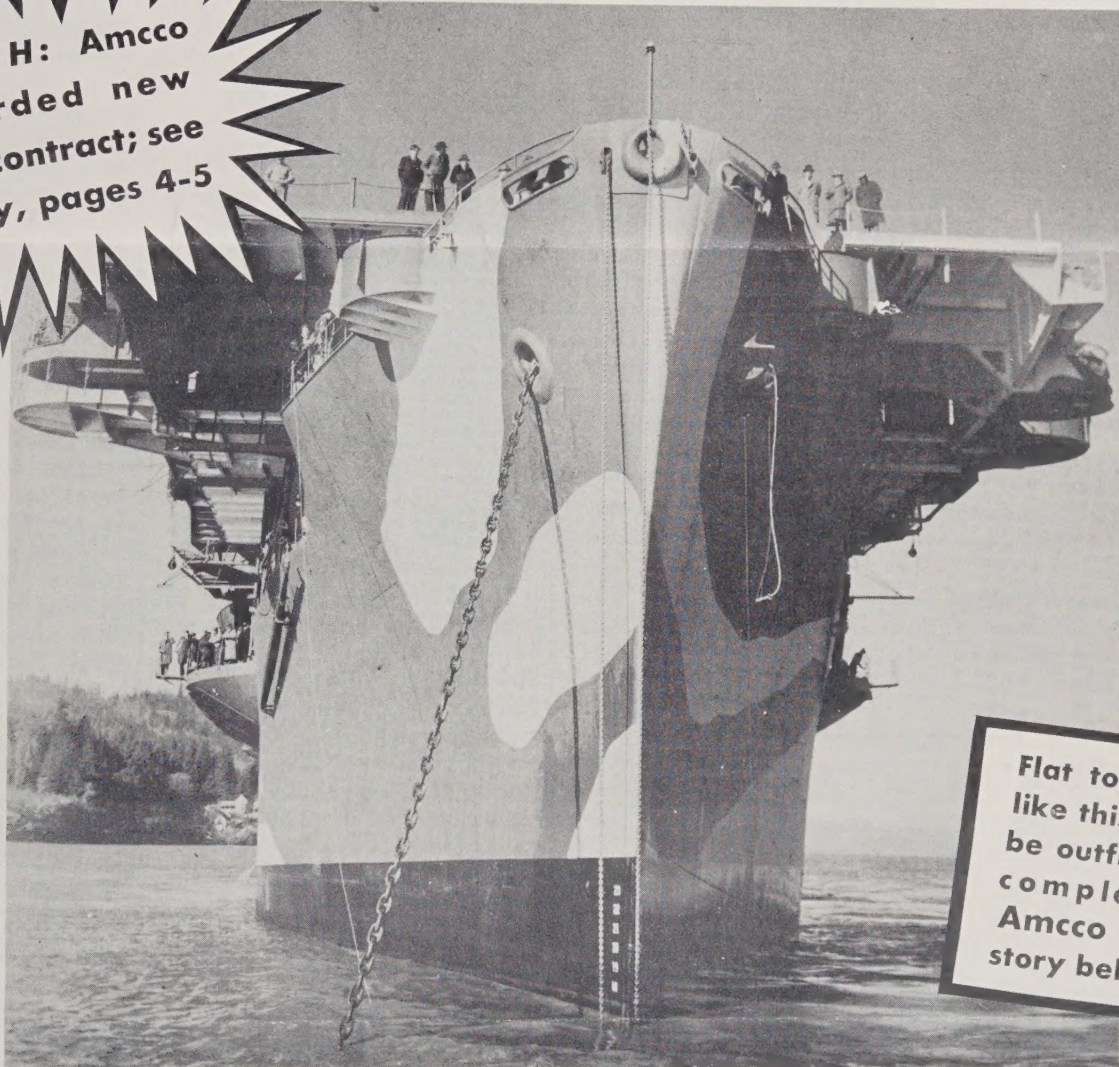
ASTORIA, OREGON



JULY, 1943

NO. 9

FLASH: Amcco
awarded new
Tug contract; see
story, pages 4-5



Flat top carriers
like this one will
be outfitted and
completed by
Amcco . . . see
story below!

GROWIN' LIKE A WEED!

The greatest expansion in the coastal Pacific Northwest of any firm turning out war-time contracted equipment was actually under way during the first week in July as the Astoria Marine Construction started work on Carrier Escort Vessels in addition to the three wooden fighting ship contracts in progress at the Lewis and Clark site of the firm.

Official completion contracts have been signed with the Puget Sound Navy Yard for Amcco to make certain changes dictated by battle experience since the vessels were designed, install specified secret fighting equipment and other basic pieces of work preparatory to other secret installation and the installing of miscellaneous equipments and accessories.

There will be fifty of these "flat tops" turned out at the Kaiser Yards in Vancouver, Washington, and all will be handled under this Astoria phase of the completion.

Piers one, two and three at the Port of Astoria, now under lease to the Navy and known as the U. S. Naval Station at Astoria will be the site used for this conversion work. In work order parlance it will be known as CVE. Warehousing will be done in allotted bays at the various piers. General management offices have been set up in one of the navy buildings on Pier 2 and the machine shop is being set up in a nearby building.

President Joseph Dyer's own house, located across the road from the shipyard proper has been rented for the purpose of additional office space. This was brought about by the rapid expansion of Amcco affairs and makes the third addition that has been made to office space here since the start of the first YMS contract.

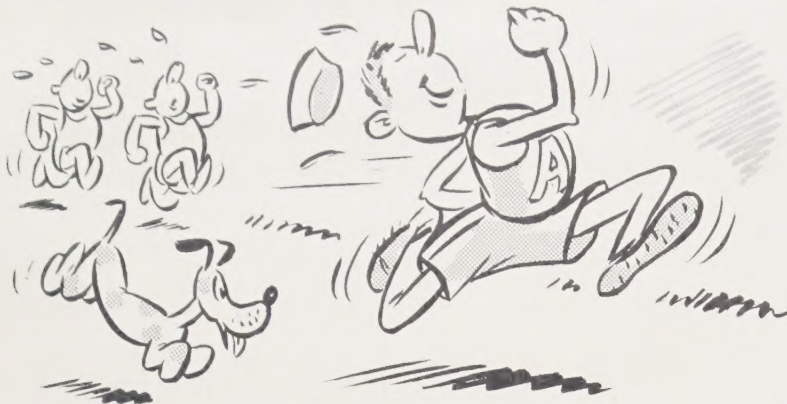
The amount of personnel needed on this work will not be settled until all is under way on the individual carriers; various requests for work by the navy determining the men needed. Supervisory and leadermen will for the most part be picked from present Amcco employees.

From Susan Schimpf

503-312-7276

10 magazines
1943-1944

AMCCO IN FRONT AGAIN!



A red-hot record for the short time consumed between receipt of engines for YMS ships and date of delivery to the Navy has been established here at Amcco.

YMS 138 engines were shipped to the plant on the commitment made by Joe Dyer that, "come hell or high water" the gang could turn her out, completely tried and ready for delivery in 18 days following receipt of the power plants.

Eleven days was the actual record hung up, and another set of engines for YMS 139 were shipped shortly following. The gang tore into the record book again and had the ship ready in ten days, barring the fact that an accident on its return following the trial run forced an unexpected dry-docking of the craft. However, the plant's part was ready for the delivery, its delay being mainly a technicality.

By virtue of a Bureau of Ships letter the previously established record in the East for such was 18 days. This, further, was on the basis of 20 hour days in which these plants were operating in full. Amcco bases the day on nine hours with certain necessary overtimes by picked crews.

Manager McClean stated that the completeness at launching time and the speedy delivery schedule has favored this yard with the hard to get engines for 140 also, notice having been received of their arrival date.

JUST OVERBOARD IN FIRST OF TWO LAUNCHINGS



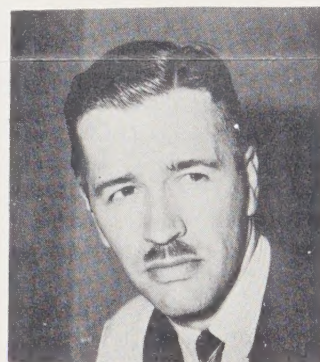
(Scene Below) Taken half hour after YMS 140 hit the water.

YMS 141 Will Be Launched Soon

G. T. McClean, Business Manager, has announced that the launching of YMS 141 has been postponed until July 19th. Eva Jean Hayden will sponsor this ship, having been drawn by lot from an employee-daughter list.

A postponement had also occurred on the scheduled trials of YT-312, but contingent on receipt of certain materials she will make her trip about the middle of this month.

David Thompson At CVE Operation



DAVID THOMPSON

David Thompson has joined the Amcco supervisory force and will be stationed at the Navy Station operations in the capacity of dispatcher and co-ordinator allocating work on various job orders, routing of these to proper departments, checking various progress reports and general over-all material expeditor.

Dave, who is married and has two sons, is 37 years of age and comes to the plant directly from the Camp Adair operations in the Willamette Valley.

Landscape Architecture is his chosen field having majored in this at Iowa University, later teaching the same subject at the School of Engineering, University of Oregon. During that period he also did some work for the State Highway Commission and National group.

At Camp Adair he was first connected with Camp Construction and layout planning and later worked with the Army Engineers, carrying on the same duties. Part of that time he was office engineer and spent much of his effort in camouflage.

He also handled duties in this line at the air bases in Corvallis and Salem. Thompson has set up temporary quarters at Seaside but is soon moving his family to permanent residence at Astoria.

AS I SEE IT

By JOSEPH M. DYER

Once again Astoria Marine is called upon to push out some important war work. The Navy has asked us to assist in outfitting a group of Aircraft Carriers now building at Kaiser's upriver yard. Kaiser will deliver these large and complicated ships about three times as fast as we are delivering YMS vessels. That kind of production calls for planning and pre-assembly work far in advance of keel laying. It becomes impossible to make changes yet maintain production. In the meantime combat experiences make certain changes advisable. This country is fighting a real war. Our fighting people need every advantage they can get. If certain changes can be worked into these new vessels it may mean the difference between defeat or victory. Kaiser has done, and is doing a swell job. The Navy is grand. Many of their most able people are assigned to this job. They know it's big. They know it's important. We can do our BEST—possibly better than our best, as we must hold up our end. These ships are going out—FAST—and Amcco will be right in there pushing.



Impressive ceremonies at the U. S. Naval Station at Astoria carried out the commissioning of the first carrier, the *Casablanca*, constructed by Kaiser, and to be specifically outfitted by Amcco.

High flag rank Navy officials were in attendance, including representatives from Puget Sound Navy Yard and Washington, D.C. The ships are being built under the Maritime Commission banner and hence the full navy commissioning at Astoria.

Various messages to the yard from skippers of Amcco-built YMS boats now in service show that they have been in every Pacific operation area. Some have been used on important convoy duty.

Amcco Fires Both Barrels at Nips and Nazis



Our first double-barrel launching occurred last month when YMS 140 and YT 312 hit the water within a half hour of each other.

The launchings drew considerable interest and a large crowd assembled to witness them. Station KAST further added zest to the affair, putting on a special events broadcast. A. C. Fulton was again Master of Ceremonies and later carried the story of Amcco over the air.

Betty Jean Girdler christened 140 and Mary Cook broke the bottle across the bow of 312.

KATHERINE



KATHERINE WOGBERG caught by Thorndike's press camera while she was gluing articles in her joiner shop duties

New Contract Coming

Four More Mine Sweepers to Be Built.

The Astoria Marine Construction Company is assured that a contract will be forthcoming soon for the construction of four more minesweepers beginning with YMS 422.

This is the latest announcement made by company officials following their return from various conferences with high ranking navy men.

This will be the fifth wooden construction contract this yard has received since the start of the war and it insures the operation of the plant at full speed until the end of 1944. The quality of the ships turned out here and the corresponding speed for the high quality has given Amcco preference in these recent awards and furthers its chances on other work to follow in the distant future.

These new minesweepers come under the head of the Navy Replacement Program. From forty yards now building YMS ships, Amcco was one of a small group selected for these new ships.

At the present, work continues on the remainder of the eight in the YMS 135-142 contract, two keels are being added to on the 2-ship PCS award and three ships are yet to be launched in the harbor tug group.

The Bureau of Ships is the group giving the yard the promise of these other minesweepers. Other work at the yard includes the aircraft carrier conversion mentioned in other parts of this issue and constant repair work on government boats, fishing craft and tugs.

"Maritime Reports," a New York published booklet for the marine men, carries a top front page article on Amcco's receipt of the Kaiser carrier work.

Picked from shipbuilding journals is the announcement that the Hillstrom Shipbuilding Company, of North Bend, Oregon, will build two wooden tugs for the Army.

Yard Mourns Passing Of Inspector Sweet



CAPT. FRANK M. SWEET

The Astoria Marine Construction Company felt a stinging loss with the sudden death Friday, June 25, of its friend and naval adviser Capt. Frank Marion Sweet, 56, Resident Inspector of Naval Materials at this yard.

Sweet had been seriously ill for five days with uremic poisoning, which had become acute while the YMS 139 was en route to Astoria from her Portland trial run.

Joseph M. Dyer, President, summed up the distinct loss to the yard, when he brought up the death at the current leadermen's meeting. "Both the Supervisor of Ship's office and the yard suffered a serious set-back with the passing of Frank. He was the only civilian inspector in Oregon and Washington, handling a position of the nature of this one and he did it very ably. He pleased the yard, advised them ably and at the same time handled his naval duties wonderfully. By fitting into both sides of the picture we got ships out faster and easier and he will be very hard to replace."

A native of Skamokawa, Wash., and son of a sailing ship master, Sweet was harbormaster at Astoria more than 15 years. He served on the state pilot commission from 1915 to 1938, except during one four-year period. For many years he had operated the Astoria Stevedoring company here.

The Sweet family home was located on a flat south of Skamokawa and near the main channel of the Columbia, the flat having since been washed away. His father was a retired sea captain who had operated a store in the north shore community. After his father's death, his mother, Mrs. Julia Sweet, tended the light at the entrance of the Skamokawa channel. Mrs. Sweet still lives there with two sisters, Misses Nora and Mary Iverson.

Sweet gained his title as captain through his work as harbormaster, not as a master of ships. He took an active part in handling ships built here during the first war and has, for more than two decades, been closely associated with the maritime life of the lower Columbia.

One of his more recent offices was that of Lloyd's agent at Astoria, and in that capacity he investigated several of the important wrecks of the district including the Italian motorship *Feltre* and the Russian steamer *Vaslav Vorovsky*.

Sweet's body was taken to Portland for cremation and the ashes lowered over the Columbia River Bar in a concrete block for final resting.

BIG HUNK OF KEEL



118 FEET OF PCS keel in one length being shaped by Job Ness, left, and Albert Turve. Few yards use one-piece keels. A careful cut, above, saves several thousand feet of good timber for other critical uses.

Harper Assigned To Amcco Plant



LT. CHAS. S. HARPER, JR., USNR

Lt. Charles S. Harper, Jr., USNR, above, is the new assistant Supervisor of Shipbuilding, stationed at Astoria, and replacing the late Captain Frank M. Sweet, Amcco's resident inspector of naval materials.

Lieut. Harper comes here directly from Portland where he has been connected with the Supervisor of Ships office for this district for the past year.

A native of Philadelphia, he is 34 years of age, married and Mrs. Harper has now joined him here at Astoria. He was appointed to the Naval Reserve in Texas and was sent to Notre Dame for indoctrination and was assigned from there to the Mare Island Navy yard.

The panorama across this page was taken in three separate shots by Ned Thorndike, Amcco photographer, and then correlated by him into one picture.

FEMININE AXIS-BLASTERS



THE ABOVE GANG of go-getters are greatly relieving the labor situation at Amcco and are doing

Commercial Iron Works of Portland, in their publication "Porthole," displays a picture of a ship beneath snow-clad mountainous shores, and mentions that it is one of the Commercial-built ships and, according to releases, fought in the battle of Attu.

AMCCO AWARDED NEW To Build Fifteen Towboats for Army

Fifteen towboats to be built immediately for the Army is the headline making award that reached the Astoria Marine Construction Co. officials as the *Amcco Log* was about to hit the press late last week.

The company has been formally notified of this latest contract and climaxes a group of three contracts in the past several months, all of which are being announced in this issue of the *Log*.

The towboats will be 46 feet long and will be for the United States Army Transport Corps. Construc





ALICE

We call her "Alice." She calls "we all" most everything apropos at the moment, but mostly "to time." To imply that she slambang the gang too much would be far from the truth for her bark's worse than her bite and besides, that twinkle in her eye gives it away that she really does not mean it.

Furthermore, we all know that if we personally had to pass out as much information, answer all the phone calls, keep the plans straight, route dozens of calls an hour through the yard intercommunication system and in the meantime take dictation and type important letters for the whole engineering office gang we'd probably be writing Salem for reservation at the "nut house."

We refer in soothe to the occupant of the desk in the engineering office marked with a mahogany sign "Alice Crane." The gang donated that, but not until they had

painted on the back of it a picture of a loading crane, a one legged crane (bird), a long neck stretch (crane), and ahem, a Crane product.

If they like to prank anyone in the yard it's her and she not only likes it but expects it. Last week a crawfish showed up crawling out beneath some papers while she was typing. This week a field mouse was nicely resting in the bottom of a vase on her desk with the note "don't you think the watchman should be armed?" Some days it's putty on the typewriter keys.

When she gets back to her desk today from an errand to the front office she will find Ye Editor using it pounding out this tale and so it goes. About that time some guy will stick his nose in the door and yell for something or other in a hurry, the speaker will start blating and maybe, yes maybe, dear Alice may dispatch them with a certain amount of brusqueness, including the Amcco Log article you just read.

"CAPPY"



MAN FROM MARS and a handsome profile he is exhibiting above. Actually, Cassius K. "Cappy" Hillard is metallizing some steel work. Haul-outs, launchings, towing, galvanizing all take up his time.

yeomanesque work.

W CONTRACT!

Transport Corps

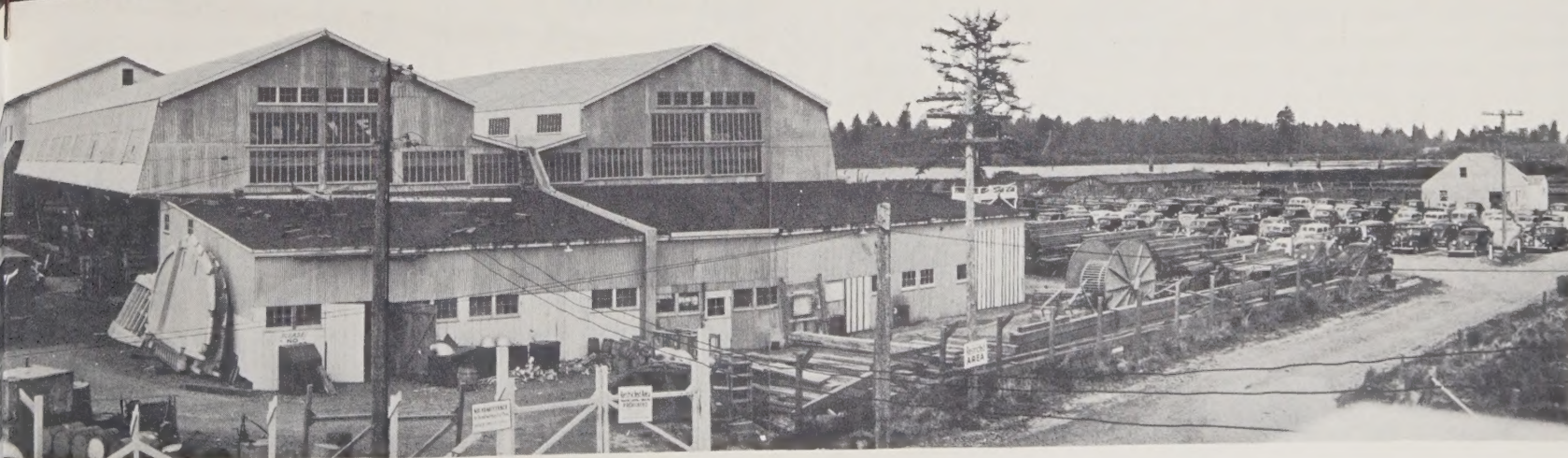
tion will begin very soon, with lay-out and purchasing work started immediately.

Delivery of these craft will be made by the end of the year. Details as to their particular characteristics will be announced later. It is planned to build them as much along the assembly line methods as is possible in wooden shipbuilding and it is expected there will be four or five lined up under construction at one time. When these towboats are completed Amcco will have built more than thirty ships for the war effort.

AMCCO PRECISION



HULL CONSTRUCTION . . . showing Jack Cadanau checking bevel on YMS frames.



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Company Workers.

VOL. 1 — NO. 9

BOB WALTERS... Editor

Amcco Employees' Kin Are Honored

A Roll of Honor for those sons and daughters of Amcco Employees, serving the armed forces of the United States, is being placed in the yard.



Each parent employee in this category will find his name printed on this large plaque and the correct number of stars after his name denoting the number of children enlisted. Different colored stars are being used for the boys than for the girls.

A movement is already under way to have another Honor Roll showing a list of all employees who leave for or have left the yard for enlistment in the forces.

The following is a list of parents and the number of children in service:

Johan Nyman 1, Jack Huhtala 1, Earl Griffith 3, Samuel Nixon 1, Leroy Hickey 2, William Earl 1, Charles Utterback 1, Carl Haikkala 2, Sulo Rytsala 1, Clarence Harris 2, James Conlin 1, Jalmar Salvon 1, Ora Janes 2, Ralph Underhill 2, Harry Martin 3, Millison Wullger 1, James Stacy 1, Roy Crump 1, John Herlick 1, Roy Beatty 1, Wilhelm Sandness 3, James Triplett 1, Mathias Andreasen 2, Edward Jaakkola 1, Lawrence Marsh 1, Myrl Hyatt 2, Emanuel Lofgren 2, Robert Lemmer 1, Helmi Johnson 1, Charles Hinman 1, Robert Fairman 1, Marinus Nelson 2, Myrtle Hanna 1, Albert Bowker 1, Evaline Schumann 1, Harris Goodall 1, Fred Wendland 2, John Meiners 1, John Sanki 1, August Larson (1 daughter in WAAC) 4, Onni Hokkanen 1.

Pioneer Johnny Bends The Heavy Pipe at 71 Years



JONATHAN "JOHN" CAMPBELL

Jonathan "John" Campbell, a witty Scot, for all his 71 years of age keeps a blazing production record in his department with the piping and steam-fitting gang.

John's job is handling of all the heavy pipe bending, a very precision task, requiring fitting to templates. He has a series of hydraulic machines and davit work also is taken to him.

When one hears the history of Campbell's family it may not be so surprising that he is so active in actual physical production work at the plant. His mother Isabell Campbell is still living and enjoying fair health for her 97 years.



She resides with her son at their acreage in the Burnside district east of Astoria.

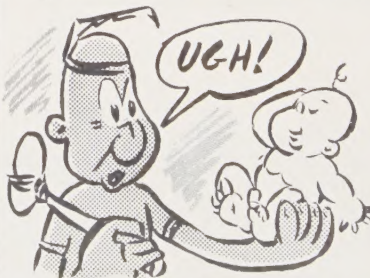
Campbell's first association with the steam fitting game was in operation of a steam plant when a lad of 14 years. He was born near Beaverton, Oregon, and got this job in Oakland. Since that time he has spent more than a half century in the plumbing, blacksmithing and allied metal trades.

During the last war he worked in piping on ships in Portland and in Long Beach, California. When asked how matching up bended pipes in YMS boats compared to his last war work John explained the basic difference in that today's welding of flanges to the pipe ends

allows for adjustments after the heavy pipe is shaped, but in the early days the flanges were heated and shrunk onto the pipe and called for precision alignments from start to finish and added after getting those right, today's work comes as second nature to him. Apparently it was great training for the pipe shop heads swear by John's ability and craftsmanship.

Another sidelight to his last war work was the construction on two submarines. Campbell stated that it really called for carefulness and the rivets on each side of the hull centerline were carefully weighed and compensation allowed for these.

While this started as an interview on John himself, certain facts were so interesting about his Mother that the writer ended on more questions about her than on John. She was the first all white woman born in Oregon, the birthplace being near the Willamette on the present site of Portland. This claim was made several years ago in the *Oregonian* and disputed, later to be substantiated.



As far as anyone knows she is now the oldest woman in Clatsop County, though this is not entirely definite. John's grandparents came down the Columbia on a raft from The Dalles and later moved to Sauvie Island because of the desire for neighbors, a group already having built farms there.

"Missing Links" Discovered at Last!

Dick Schroeder ordered split links for the riggers. A local hardware firm billed them out as "Missing Links." Bernice Bakken-son, in the receiving department, copied it onto the daily report just as it was written on the billing. Harold W. Dahlgren—or is it Darwin—who out-memo's the navy when it comes to writing the "to and from" notes, addressed the following to the receiving department:

"FROM: HWD

TO: BW:

"Your office is to be congratulated of what appears as item #4 of materials received under date of 25 June 1943.

"Science has searched for years, endeavoring to prove man's descent from the anthropoids. Whether the search started from man and went backwards, or



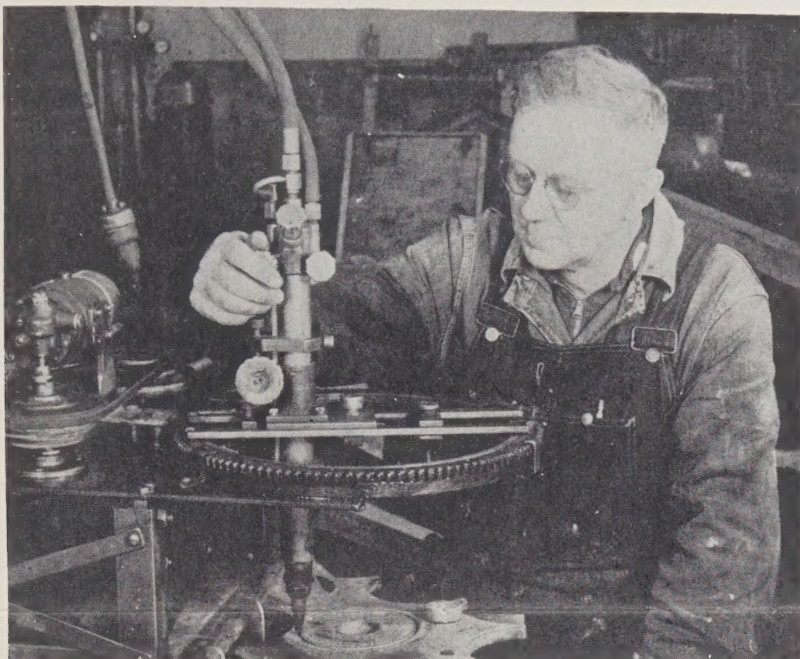
whether it started from the dawn of time, the answer has always been the same, and this they called the 'Missing Link.' Nowhere has this 'Missing Link' been designated as to size, shape or color. Therefore, your contribution to Science in enumerating size, shape and color, and instead of 'Missing Link' you are in custody of 25 missing links, should bring great distinction to yourself and this community."

The Astoria-Warrenton Shipbuilding Co. passed from the receiver stage into bankruptcy adjudication June 28.

Difficulty from the start with priority matters and later a devastating fire finally forced financial failure. George Sheahan was appointed receiver by the circuit court, his duties now being ended with the bankruptcy proceedings.

The Maritime Commission tugs to have been built in Warrenton are among those awarded to the Standard Shipbuilding Corporation of San Pedro.

PATENTS BURNER



Jess West, long time Amcco employee, is shown operating the above burning machine for flange and circle cutting. This machine was constructed to fill a need here at the plant and is shared in credit

by West and T. B. Cook, engineering supervisor. Patents have been applied for and several large burning machine manufacturers are trying this unit at their research operations.

Phil Still Likes Oregon

Phil Hover, former diesel engineer here, who recently left to accept a position with General Motors, builders of many of the engines used in YMS boats, has recently written Truman Cook of his safe arrival in Cleveland.

In a letter describing his first days in the huge plants he remarks on the awe-inspiring sights after coming from a smaller plant here. He briefly mentions the set-up in these plants and hopes to get returned to the Pacific Coast when his schooling days are finished and he hits the road as an engine representative.



Phil, a former Californian, decried Oregon's abundance of rain and took great glee in betting on the weather with the gang. He always bet on rain—and usually won. He finishes his letter with a salute to the gang and a moan on the terrific heat in Cleveland and "I have since changed my mind and would like to get just one night of Oregon weather so I could sleep."

Seen from . . . THE CROW'S NEST

Joe Dyer settling the draftsman table stool shortage with quick dispatch, and before the requisition for same reached the merchant it somehow made real circulation through the yard for many laughs with prankster Klep adding his paint brush touch to the stools when they arrived . . . Sid Snow still stumping for an electric clock and Schroeder using purchase agent vocabulary to dodge the issue with Scheffer offering to tie a string on Sid's toe in the meantime . . . Harold Dahlgren sprouting an upper lip glyptol brush . . . Many of the gang walking about muttering CVE by habit.

Three future shipbuilders for Amcco were announced since that last issue of the Log came out. Rollo Whitney and Claire Floyd, both joiner shop employees had boy and girl additions to the family, and Hobert Thompson, shipwright leaderman announced, the birth of a baby boy.

Proving Able Workers

Amcco's experimental change from a strictly male production staff to co-productional has passed into a definitely success stage and the list of women employees has passed the forty mark, according to figures released by Personell head Henry Desler.

Choosing jobs in the many departments that were suited to these "win the war at home girls" was the main factor in their assimilation and all lead men have had high praise for the interest and dexterity shown by the ladies.



Among jobs being handled by them are sweeping and clean-up work, drill press operators, light joiner shop work as gluing and sanding, pipe threading machine operators, light deck caulking, red lead and plugging work and various yard maintenance jobs.

BILLIE



LADIES AT "WAR" — One of the duties in relieving men from vital jobs is illustrated above with Mrs. Ken Bacon at her usual post.

How the "Withholding Tax" Will Affect Your Paycheck



The new tax law, effective July 1, 1943, provides for the "withholding" of your income and Victory taxes by your employer. You have undoubtedly heard that the "withholding" will be at the rate of 20 per cent.

ACTUALLY

1. The 20 per cent withholding neither increases nor decreases your taxes. It does not change your taxes at all—it simply changes the way you pay your taxes.

2. The "20 per cent" applies NOT to your total wages, but only to that part of them over and above your exemptions.

3. Included in the 20 per cent is the Victory Tax you now pay.

4. Therefore, a part of your taxes will be deducted from every pay-check. But for most people, this is the fact: in a year's time, the amounts withheld will add up to the same amount of taxes you now pay—plus or minus a few dollars which you will either pay or be paid at the end of the year.

5. You will find that the payment of income taxes has been made easier than ever before.

6. It is hoped that the result will be a real increase in your purchases of United States War Bonds.

**YOU'VE DONE YOUR BIT.
NOW DO YOUR BEST!**

Joe Dyer and family have purchased the Mrs. R. K. Booth home on Irving Avenue in Astoria, located just off 15th street, and are in the process of certain remodeling jobs before moving. The Dyer family has been residing for several years in their own home located near the yard.

J. S. Anderson
300 Franklin Ave
Astoria, Oregon



Amcco in the Sports



The Amcco Shipbuilders, mighty entry in the Astoria softball league, found themselves in second place in first half standings following the finish of June 29 to July 2nd's week of play, with four games won and two lost.

The 249th Coast Artillery is in first place with five wins and one defeat and four teams are tied for third place, hot behind the Amccos. As this paper goes to press, should Sunflower defeat 249th in their final game, the first half will go into a three or four way tie, necessitating a play-off. Otherwise it's the 249th champs.

The gang rolled into a tie for first place in their first game. They ran into unexpected trouble in the second game losing to the youthful Sunflower team 2 to 0 when Kenny Bue, young brother of "Red" Bue, painter at the yard, set the boys down with but one hit and a defeat that loomed large.

Another victory was added when the Coast Guard was set down 3-2 and followers of the game fully expected the team to rise fast to lead the league, but they lost a tough game to the 249th Coast Artillery on the Fort Stevens field in a game that went an extra inning. Several errors kept the soldiers in the game until the eighth inning when a hair-line bunt rolled

down the first base line fair, then several inches foul, to curve back and rest dead-center on the base line scoring a man from third and breaking up the game 4-3. This dropped the Amcco's to fifth place and left them on the spot for any further losses.

The YMS boys boomed back from this defeat and took Navsta 8-5 with all their runs coming in two big fast innings.

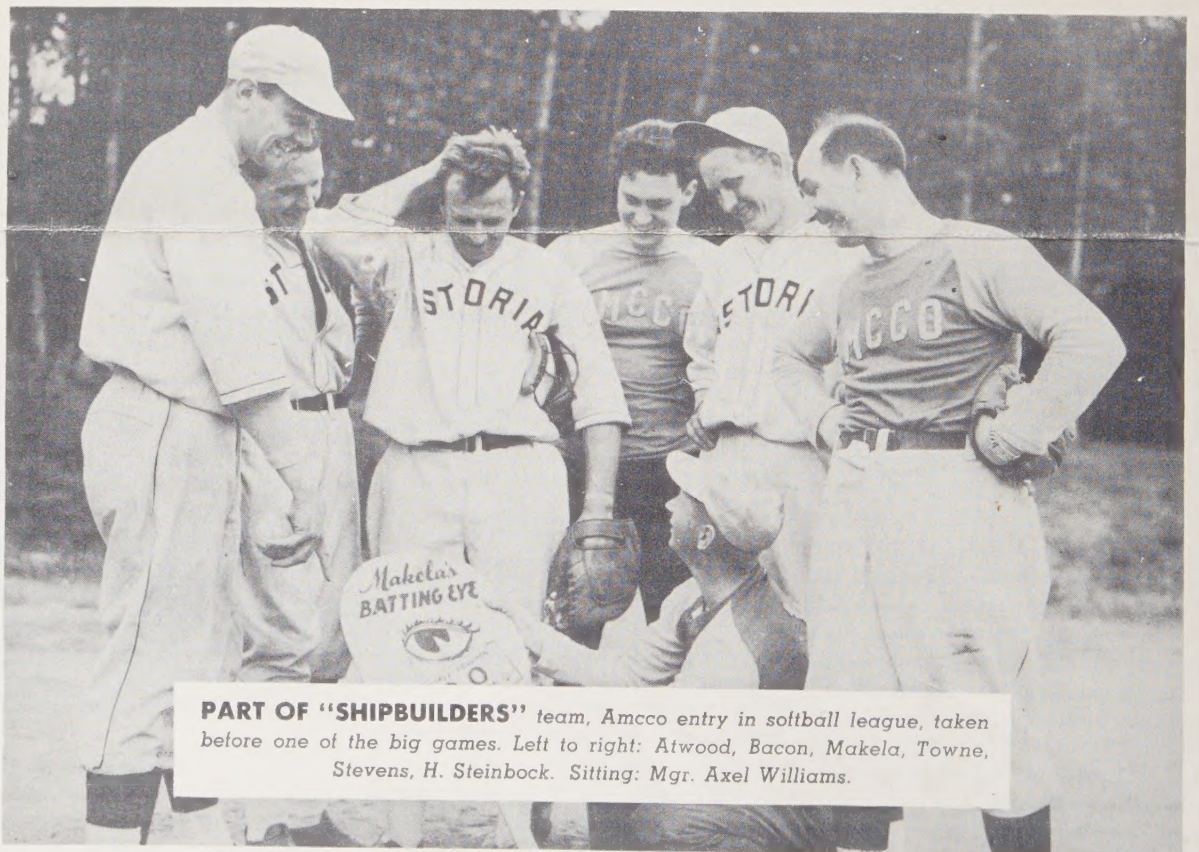
The following night they took SCU 6 to 0, playing top form ball all the way.

The Amcco ball club was organized largely through the efforts of Axel Williams, hull leaderman, and while it contains many yard employees, several spots had to be strengthened on the outside. Ben Atwood, of the inspectors office, and long one of the leading first basemen in the Astoria league, is acting as field manager.

Amcco Bowlers' Banquet

Upon Joseph Dyer's recent return from the East he tended the Amcco Bowling team, winners of the league pennant in their division, with a banquet at Amato's Club.

The bowling gang was all there plus special guests, G. T. McClean, A. C. Fulton, Bob Walters and the host Dyer. Short speeches by the bowlers and company officials were the order of the evening.



PART OF "SHIPBUILDERS" team, Amcco entry in softball league, taken before one of the big games. Left to right: Atwood, Bacon, Makela, Towne, Stevens, H. Steinbock. Sitting: Mgr. Axel Williams.